City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS, RECOMMENDATION AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3012615

Applicant Name: Nicholson Kovalchick Architects

Address of Proposal: 4029 7th Ave NE

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a five story, residential building with 75 residential units and no parking. Review includes 2,000 cu. yds. of grading.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

* Notice of the Early Determination of Non-significance was published on December 8, 2011.

PROJECT DESCRIPTION

The applicant proposes to design and construct a residential building with 75 residential units, and no parking spaces. The proposed demolition would remove two residential structures.

The three schemes vary in their approach to massing, yet, share several qualities. Vertical and horizontal circulation is placed on the exterior creating upper level walkways and staircases open to the sky. For the most part, each of the schemes sits close to the Seventh Ave. NE right-of-way and at a distance from the alley or rear property line. Scheme One forms two, parallel five-story structures connected by open walkways along the north/south axis. The vertical circulation systems (i.e. stairs, elevator) occupy the space between the two volumes. The design provides a shared, landscaped open space at-grade along the alley behind the structure. This scheme would not provide parking. Scheme Two resembles a "J" shape in plan. The bulk of the mass lies parallel to 7th Ave. rising above the neighboring townhouses. The open space formed by the perpendicular masses occupies the site's northwest corner. A staircase and elevator sit between the open space and the northern most units. Nine parking spaces line the alley.

The "C" shaped massing for Scheme Three places the parking between the alley and the building mass. The three wings of the building embrace a void that forms an outdoor amenity area with its open end facing the parking lot. Exterior stairs and walkways encircle two sides of the open space along with an elevator.

The option brought forward at the Recommendation meeting, a loosely "J" shaped scheme in plan, places a five-story wing of studio units facing 7th Ave. NE. Another mass fills in the southwest corner of the site with a double loaded corridor of the same unit type. At the ground plane, an open air entrance on 7th Ave. NE leads to a leasing office and storage areas. Occupying the site's northwest corner, an open space for the residents looks onto the alley. A lower portion of the open space cannot be used for parking. Another amenity area sits on the roof's southwest corner. Two open staircases and an elevator connect the floors and lead to the open corridors. The northern most stairs overlooks the back patio.

The structure's salient features, the saw-toothed roof and grey metal siding layered behind and above orange fiber cement panels, somewhat suggest industrial vernacular buildings. The primary residential entrance has a custom made gate inspired by bicycle forms.

SITE & VICINITY

Located in the University District Northwest Urban Center Village, the 10,600 square foot site lies within a Lowrise Three (LR 3) with a 40 foot height limit zone. The terrain's declension, roughly twenty feet from northwest to southeast, has slopes varying between eight and 12 percent. A duplex and a triplex, built in the early 20th century, occupy the two parcels.

The University District is a diverse neighborhood with a wide array of building types. The immediate vicinity of the proposal includes single family houses, townhouses and mid-size residential buildings. To the west of the project site across the alley, lie newly constructed three-story townhouses. Similar development occurs on adjacent properties to the north and south. On the east side of 7th Ave NE, a four-story apartment building, University P-Patch and a King County Metro facility occupy several parcels. The western edge of the University of Washington sits three blocks to the east. Major arterials include NE 45th St. to the north, I-5 a block to the west, and NE 40th to the south. 7th Ave. NE is classified as a minor arterial.

ANALYSIS - DESIGN REVIEW

Public Comments

Approximately 13 members of the public affixed their name to the Early Design Review meeting sign-in sheet. The following comments, issues and concerns were raised:

- The alley is a single lane and incapable of handling more vehicles.
- People park in the alley and block access to the townhouses. People also use the WSDOT property for parking.
- Some of the townhouses face onto the alley.
- The proposal will double the population in the area.
- Five stories are too tall. The building will be larger than anything in the immediate area.
- The building will block views from the adjacent buildings and sunlight entering into people's homes. (This was repeated several times during public comment.)
- The development will cause more bike, pedestrian and vehicular traffic. A traffic study should evaluate this impact.
- The height and size of the building is out of character. It will block views to the lake.
- The height of the structure will be two stories above the third floor of the adjacent unit.
- The concept designs ensure a lack of privacy for the neighbors.
- The development will block access to wireless communication.
- All surrounding properties are three story townhomes. The proposal is too massive and too tall.
- In the long run, the project will not contribute to the neighborhood as it provides housing for renters and not homeowners.

DPD received two letters focused on the impacts on the neighborhood due to a lack of on-site parking spaces, to congestion on certain intersections and the lack of on-site loading. The letters also discuss the proposal's height and character of the building ascertaining the structure will be out of place and too tall. Other issues include the potential preservation of a tree, bulk and massing, relationship of retaining walls to the neighbors and noise impacts.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings".

PRIORITIES

A Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

University-specific supplemental guidance:

Context: The pedestrian-oriented street streetscape is perhaps the most important characteristic to be emphasized in the neighborhood. The University Community identified certain streets as "Mixed Use Corridors". These are streets where commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment. The Mixed Use Corridors are shown in Map 1. Another important site feature in the University Community is the presence of the Burke Gilman Trail. The primary goal is to minimize impacts to views, sunlight and mixed uses while increasing safety and access along the trail.

Guideline: For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains and Lake Washington, and allow for sunlight along the trail and increase safety and access for trail users.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

University-specific supplemental guidance:

Context: Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low- to medium-rise character of the streetscape. Roof decks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.

Guideline - Solar Orientation: Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.

See Board guidance A-3 and A-6.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

1. **On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.**
2. **In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.**
3. **When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.**
4. **In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.**

The Board would like to see a larger and more visible entry on 7th Ave. NE. Programming of the entry should accommodate bicyclists. The design of the entry (and the entry sequence from the sidewalk) should engender a strong connection between the proposed buildings and the life of the street.

A-4 **Human Activity. New development should be sited and designed to encourage human activity on the street.**

University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."

Guidelines: On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

See A-3 guidance.

A-5 **Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

University-specific supplemental guidance:

Context: This Citywide Design Guideline is particularly important where a building's back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.

Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

Due to recent City Council approved changes in the Lowrise chapter of the Land Use Code and introduction of new height measurement techniques, the proposed structure looks quite different than the surrounding townhouse developments. The applicant proposes an apartment building that is potentially taller than the townhouses. All three design concepts show unenclosed hallways with open stairs and elevators on the exterior of the structure.

The Board discouraged the placement of open hallways and stairs on the structure's northern side as shown in Option #3, urging the architect to move the circulation to the central outdoor court. Having the open circulation systems adjacent to the neighboring townhouse raised privacy issues and brought the building mass closer to the adjacent building.

A-6 <u>Transition Between Residence and Street</u>. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board discussed the merits of placing open space between the entrance and the street. Members of the Board felt that this project needs to be an urban building and thus have the bulk of the building mass located close to the street edge.

Interestingly, the townhouses flanking the site have their open spaces on 7th Ave. setting back the structure from the street above and behind fences and retaining walls. The effect creates an estrangement between the townhouses and the streetscape.

Attention to the design of open space between the entry and the street is critical. The design needs to keep in mind the frequency of pedestrian and bike activity in the neighborhood. The Board encouraged the architect to strive for a design that consciously recognizes communal activities such as the P-patch across the street.

A-7 <u>Residential Open Space</u>. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

University-specific supplemental guidance:

Context: There is a severe lack of both public and private open space in the community. Small open spaces—such as gardens, courtyards, or plazas—that are visible or accessible to the public are an important part of the neighborhood's vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines:

1. **The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space.**

2. A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.

Each design option represents a very different approach or idea about open space. Due to the Board's open mindedness about the building's form, no one attitude toward open space prevailed. Option 1 treats the open space as a buffer between the building and the alley, the added distance to I-5 perhaps useful for mitigating noise. The corner open space in Option #2 provides greater access to light and air and maintains more privacy for the townhouses to the north. The three wings of the structure flank the open space in Option #3. This alternative potentially creates a better communal space but as the Board noted the proximity of the open space and the parking would necessitate a landscape design that carefully separates the outdoor amenity area from the parking lot. The programming of this communal space is important.

A-8 <u>Parking and Vehicle Access</u>. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

University-specific supplemental guidance:

Context: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

If the applicant chooses to provide residential parking, access would need to occur from the alley.

B. Height, Bulk and Scale

B-1 <u>Height, Bulk, and Scale Compatibility</u>. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

The Board did not endorse a specific design option. Each option appeared to have its advantages and disadvantages. Namely, the Board members requested that the building mass respect the adjacent townhouses to the north and south. The architect should address the preservation of light, air, and privacy for the adjacent townhouses on the north. On the face of it, Option #2 most closely accomplishes this goal. However, revisions to Options #1 and #3 (see A-5 guidance) may also achieve this goal.

C. Architectural Elements and Materials

C-1 <u>Architectural Context</u>. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University-specific supplemental guidance:

Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

Guidelines:

1. **Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.**
2. **For areas within Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.**
3. **On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.**
4. **When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character.**
5. **Buildings in Lowrise zones should provide a "fine-grained" architectural character.**

The Board did not attempt to endorse a specific stylistic or aesthetic design.

C-2 **<u>Architectural Concept and Consistency</u>. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

C-3 **<u>Human Scale</u>. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

C-4 **<u>Exterior Finish Materials</u>. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

University-specific supplemental guidance:

Guidelines:

1. **New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.**
2. **Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.**
3. **The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.**
4. **Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.**
5. **Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.**
6. **Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.**
7. **Light standards should be compatible with other site design and building elements.**

Signs:
Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines:

1. **The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.**

2. **Post mounted signs are discouraged.**
3. **The location and installation of signage should be integrated with the building's architecture.**
4. **Monument signs should be integrated into the development, such as on a screen wall.**

The preliminary sketches of the elevations indicated the intention of using significant amounts of metal siding. DPD Staff and the Board noted that the University District guidelines (item # 3 above) discourage copious use of metal siding.

C-5 <u>Structured Parking Entrances</u>. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

See discussion for Guideline D-5.

D. Pedestrian Environment

D-1 <u>Pedestrian Open Spaces and Entrances</u>. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

University-specific supplemental guidance:

Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

1. **On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.**
2. **On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.**

Placing useable open space on the alley creates security concerns. The Board anticipates reviewing this amenity area's programming and design at the Recommendation meeting.

D-2 <u>Blank Walls</u>. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Preliminary sketches of the design did not indicate that blank walls would face the street.

D-3 **<u>Retaining Walls</u>. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.**

Several neighboring townhouses as well as the existing houses have retaining walls along 7th Ave. It appears that the proposed design will not have retaining walls facing 7th Ave. but would likely need them at the side property lines.

D-5 **<u>Visual Impacts of Parking Structures</u>. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

University-specific supplemental guidance:

Guidelines:

1. **The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution for parking.**
2. **There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.**
3. **Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.**

The applicant requested a Land Use Code departure from a regulation requiring enclosure of parking. In an Urban Center, the applicant is not required to provide residential parking. Two concept schemes showed approximately nine surface spaces along the alley. The third scheme did not have parking.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

The Board adamantly requested the placement of a loading area off the alley.

D-7 **<u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

D-8 **<u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.**

E. Landscaping

E-1 **<u>Landscaping to Reinforce Design Continuity with Adjacent Sites</u>. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.**

A detailed landscape plan will be needed for the Recommendation meeting.

E-3 **<u>Landscape Design to Address Special Site Conditions</u>. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.**

University-specific supplemental guidance:

Context: The retention of existing, large trees is an important consideration in new construction, particularly on the wooded slopes in the Ravenna Urban Village. The 17th Avenue NE tree-lined boulevard is an important, visually pleasing streetscape.

Guidelines:

1. **Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village.**
2. **The 17th Avenue NE (boulevard) character, with landscaped front yards and uniform street trees, is an important neighborhood feature to be maintained.**

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on November 15, 2011.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on May 7, 2012 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Approximately ten members of the public affixed their name to the Recommendation meeting sign-in sheet. They raised the following comments:

Privacy

- Consider the privacy of the residents of the townhouses to the north. Reduce the window size and adjust the height so that the tenants of the apartment building are looking into the townhouses.
- Baffle the exterior stairs to eliminate noise.

Height, Bulk and Scale

- The new project will block light into the townhouses to the north. The saw-toothed roof is unnecessary.
- The structure is too large and not accurately represented on the drawings presented to the Board.
- The proposed building is out of character with the neighborhood and much taller than any other building.
- The departure for the setback on the alley should not be approved.
- Approval of the departure request for the portion of the building near the south property line will cause the structure to cast shadows onto the townhouses to the north.
- The renderings are an affront. They misrepresent the adjacent buildings.
- The townhouses in this part of the University District were built in an area where they don't belong.

Miscellaneous

- Secure the perimeter to ensure security between buildings.
- The developer made no attempt to contact the adjacent property owners.
- It is quite doubtful that the project will truly provide affordable rents.
- There appear to be major problems with fire access.
- The applicant has done a good job of addressing the issues.

A Site Planning

A-3 <u>Entrances Visible from the Street</u>. Entries should be clearly identifiable and visible from the street.

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

1. **On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.**
2. **In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.**
3. **When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.**
4. **In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.**

The wider front entrance with its custom-made gate (bicycle theme) met with the Board's approval.

A-5 **<u>Respect for Adjacent Sites</u>. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

University-specific supplemental guidance:

Context: This Citywide Design Guideline is particularly important where a building's back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.

Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

The Board recommended that the applicant increase the amount of privacy for the townhouse and the units on the north side of the proposed structure. Several techniques could be used: staggering the windows on the north elevation to avoid a direct relationship to the townhouse windows; raising the windows' sill heights to 5'6"; and eliminating the windows.

Due to the proximity of the northern most exterior staircase to the neighboring property, the architect should design and install sound baffling devices to ensure a quiet environment for the neighbors. The resolution of the stair's acoustics will be subject to the planner's review and approval.

A-6 **<u>Transition Between Residence and Street</u>. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**

A-7 **<u>Residential Open Space</u>. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

University-specific supplemental guidance:

Context: There is a severe lack of both public and private open space in the community. Small open spaces—such as gardens, courtyards, or plazas—that are visible or accessible to the public are an important part of the neighborhood's vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines:

1. **The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space.**
2. **A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.**

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

University-specific supplemental guidance:

Context: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

The Board did not act to change the proposal's size.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University-specific supplemental guidance:

Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

Guidelines:

1. **Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.**
2. **For areas within Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.**
3. **On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.**
4. **When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character.**
5. **Buildings in Lowrise zones should provide a "fine-grained" architectural character.**

C-3 **Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

See Board's D-3 recommendations.

C-4 **Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

University-specific supplemental guidance:

Guidelines:

1. **New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.**
2. **Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.**
3. **The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.**
4. **Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.**
5. **Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.**

6. **Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.**
7. **Light standards should be compatible with other site design and building elements.**

Signs:
Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines:
1. **The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.**
2. **Post mounted signs are discouraged.**
3. **The location and installation of signage should be integrated with the building's architecture.**
4. **Monument signs should be integrated into the development, such as on a screen wall.**

Noting the reduction in the amount of metal siding, the Board approved the general selection and placement of materials. The architect, however, should reconsider the spandrel's design as it appears large for a single panel of fiber cement.

D. Pedestrian Environment

D-3 <u>Retaining Walls</u>. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

The Board noted its discomfort with the height of the retaining wall shown on p. 20 of the Recommendation packet. In order to reduce the impact of a high wall on 7th Ave NE, the upper portion of the retaining wall facing 7th Ave NE should have a declension resembling the image on p. 26.

D-6 <u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 <u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The applicant will need to develop the edges of the site to ensure a secure environment.

D-8 <u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.

E. Landscaping

E-2 <u>Landscaping to Enhance the Building and/or Site</u>. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The Board noted its satisfaction with the landscape design.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the May 7th, 2012 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the May 7th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMEND-ATION
1. Maximum Façade Length within 15' of a lot line. SMC 23.45.527B	65% maximum combined façade length. 59'9"	76'8". Approximately 17' (a 28% increase) greater than code allowance at south property line.	▪ Widening the façade allows for residential units to be rotated away from I-5.	Approved
2. Rear Setback. SMC 23.45.518	Minimum at alley equals 10'.	10' to building façade; 9' setback to open stairs. An increase of 1' at stairs.	▪ Provides a more commodious staircase.	Approved

The Board recommended the following **<u>CONDITIONS</u>** for the project. (Authority referenced in the letter and number in parenthesis):

1. Increase the amount of privacy for the townhouse and the units on the north side of the proposed structure by using one or more of several techniques: stagger the windows on the north elevation to avoid a direct relationship to the townhouse windows; raise the windows' sill heights to 5'6"; or eliminate the windows. (A-5)
2. Design and install sound baffling devices for the north exterior stairs to ensure a quiet environment for the neighbors. The resolution of the stairs is subject to the planner's review and approval. (A-5)
3. In order to reduce the impact of a high retaining wall on the Seventh Ave NE pedestrian environment, the upper portion of the retaining wall facing Seventh Ave NE should have a declension resembling the image on page 26 of the Recommendation meeting booklet. (D-3)
4. Develop the perimeter of the site to ensure a secure environment. (D-7)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 15, 2011. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts.
Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

1) Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
2) Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit.

The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately 13'6" feet and will consist of an estimated 2,000 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the apartment building may last approximately seven months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 2,000 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 200 round trips with 10-yard hauling trucks or 100 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts and public view protection warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Historic Preservation

The existing duplex and triplex, built in 1909 and 1903 respectively, were reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing structures would meet the standards for designation as an individual landmark.

Traffic and Transportation

The proposed apartment development would produce 307 new daily trips, 22 AM and 28 PM peak hour trips. The addition of the residential building would not cause nearby intersections and the site access to degrade to an unsatisfactory level of service.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The development site lies within the University District Northwest Urban Center Village which, based on the Land Use Code section 23.54.015, does not require residential parking.
The applicant will not supply on-site parking spaces. Based on 75 apartment units and 0.54 vehicles per unit, there could be a generated demand of 41 vehicles anticipated if there are no constraints. The resulting outcome would be spillover parking for an estimated 41 vehicles. Although the spillover parking is notable, there is no SEPA authority to require mitigation of residential parking impacts in the University District Northwest Urban Center Village.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. Increase the amount of privacy for the townhouse and the units on the north side of the proposed structure by using one or more of several techniques: stagger the windows on the north elevation to avoid direct sightlines to the townhouse windows; raise the windows' sill heights to 5'6" or eliminate the windows.

2. Design and install sound baffling devices for the north exterior stairs to ensure a quiet environment for the neighbors and residents. The resolution of the stairs is subject to the planner's review and approval.

3. In order to reduce the impact of a high retaining wall on the Seventh Ave NE pedestrian environment, the upper portion of the retaining wall facing Seventh Ave NE should have a declension resembling the image on page. 26 of the Recommendation meeting booklet.

4. Design the site's perimeter to ensure a secure environment.

Prior to Building Application

5. Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

Prior to Commencement of Construction

6. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of all Construction Permits

7. Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings.

Prior to Issuance of a Certificate of Occupancy

8. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

9. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

10. Provide a construction worker parking plan with the intent to reduce on-street parking.

11. Attach a copy of the PSCAA demolition permit to the building permit set of plans.

During Construction

12. Condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

13. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:

A. Surveying and layout.
B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

14. In addition to the Noise Ordinance, requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

A. Non-holiday weekdays between 7:00 A.M and 6:00 P.M.
B. Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
C. Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
D. Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

15. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

16. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: June 21, 2012
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

BPR:drm

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